



Aurora Avenue North

N 110th Street to N 145th Street



Aurora Avenue North Open House Summary

On May 12, 2005 approximately thirty community members attended SDOT's first Aurora Avenue North project open house at Ingraham High School from 5-7 p.m.

The purpose of the open house was to describe how the current project builds upon the 2003 Route Development Plan (RDP) completed by the Washington State Department of Transportation, provide the public an overview of the improvements SDOT will be implementing, and gain insight from the public about how SDOT can further meet the needs of nearby residents, business owners and commuters.

Staff from SDOT, the Washington State Department of Transportation, Seattle Public Utilities, King County Metro and the consultant team were all on hand to respond to questions from community members and discuss details of the proposed improvements. Informational display boards covered a broad range of topics including:

- A history of the earlier RDP project
- The current project schedule and overview
- Proposed pedestrian improvements such as continuous sidewalks
- Proposed transit improvement such as a new southbound business access and transit (BAT) lane to support future bus rapid transit (BRT)
- Planned utility improvements
- Landscaping improvements
- Proposed safety improvements such as strategies for managing left-turns and widening lanes.

Attendees were encouraged to speak one-on-one with project team members to learn more about the project, ask questions and share their thoughts. Attendees could provide comments either by filling out a comment form, or annotating a map of the project area to highlight specific project area concerns and ideas. The following pages contain a summary of all comments collected at the open house.

Open House Comment Summary

Which of the following issues do you think are most important for SDOT to address in this project? Please rank from 1-3.

	1 (Not important/ low priority)	2 (Somewhat important)	3 (Very important/ high priority)
Aesthetic or visual improvements	3	3	2
Improved transit services	1	3	6
Pedestrian Safety		1	8
Parking	2	3	4
Improved access to local businesses		4	4
Driver safety		1	9
Other?			2

Other category descriptions:

- Legal u-turns
- Lighting and design of plantings must discourage criminal activity along Aurora-no large shrubs

The 2003 SR 99 Corridor Route Development Plan recommended several improvements along Aurora Avenue North between North 110th Street and North 145th Street. Which of the following would you recommend? Why or why not?

Continuous sidewalks along both sides of Aurora Ave

Why or why not?

- It would help access business-increased traffic.
- But they should be minimal width. The plan will restrict traffic flow anyway, and few people (except for the hookers and drug dealers) walk along the street.
- Just like vehicle drivers on a roadway peds need a defined walkway to be within their comfort zone.
- Good for the repair store and for safety of pedestrians.
- Ped safety.
- Aurora needs to be more pedestrian friendly.
- Safety issue with traffic and pedestrians. Will look ridiculous if not. Also allows limited bicycle use, roller blades, etc.
- Better pedestrian safety.
- Improved pedestrian safety.
- Also, complete sidewalks on North 14th from Aurora west to Linden.

Yes	No	Not sure
11	0	0

Landscaping on the sidewalks

Why or why not?

- Barrier between traffic and pedestrian, raised sidewalks above street a good idea.
- Something Aurora really needs!
- Gets in the way of walks as shrubs grow.
- Because there is less vandalism where beauty is present.
- We need grass and dirt for appearance.
- As long as it requires minimal maintenance and doesn't increase illegal activities, i.e. drug dealing and prostitution.
- You are only providing shelter for criminals.
- Have pride in our city.
- If given a choice between a wide sidewalk or landscaping, I would prefer a wider sidewalk.
- Depends on the location – some areas should get landscaping to buffer peds from SR 99 and to discourage jaywalking – other areas can't or shouldn't get it due to width constraints.
- Yes – if city maintains it.

Yes	No	Not sure
7	3	1

Business access and transit (BAT) lanes

Why or why not?

- Keeps through traffic moving, fewer near end collisions when cars make sudden turns/stops.
- To promote legitimate business along Aurora.
- Transit carries more volume of people.
- This is a no-brainer. Additional lane will increase traffic flow and improve reliability of bus service.
- This is a stupid idea. The accident rates in the northbound lanes are bad enough! And if you haven't noticed the statistics, fewer people take buses now than they did 20 years ago!
- It is necessary.
- Better transit.
- Transit reliability and better overall flow on SR 99. Needs to be available more than just 6-9 a.m. southbound – in other words, don't use it for on-street parking like is done south of 105th.

Yes	No	Not sure
10	1	0

Improved crosswalks and pedestrian street crossings

Why or why not?

- To help foot traffic to business
- It depends on what and where. These need to be negotiated on a case by case basis.
- Addition of sidewalks will encourage more foot traffic from places such as 4-Freedom/Henry Jackson houses.
- Helps retail stores.

Yes	No	Not sure
8	1	1

- Safety.
- Why not let the walk sign let the pedestrians cross the street before the no walk sign flashes? (It flashes when you get to the middle of the street).
- If not, pedestrians, will cross everywhere, which slows down traffic can kill and injure at high speeds. Pedestrians might need median "islands" to wait between lights.
- Although pedestrian overpasses or underpasses would be most ideal.
- Crossing SR 99 isn't much of a problem – except in the stretch from N 135th to N 145th – addition of sidewalk and doing some education and raised median should address most of the problem.

Median, series of medians, or central lane with clearly defined left-turns and u-turns

Why or why not?

- Because WSDOT says so! If it reduces accidents and increases traffic flow, then I'm all for it. I'm willing to go without a suicide lane.
- We need all the road there is to drive on.
- Safety.
- When trees or shrubs grow you can't see around them or through them.
- Might impede some business (it does in Lynwood 99)
- Keep the left turn lanes everywhere or people will just cut through the neighborhoods.
- I vote for a central barrier and legal u-turns at lights. Keeps pedestrians from crossing where they shouldn't-traffic keeps working no left-turn accidents. Right turns only!
- Reduce left turn movements increases safety.
- Allowing left turns is the biggest problem on SR 99 – impacts safety of drivers and peds and affects flow. Need to prohibit left turns out of driveways and most left ins – with a signal every 5 blocks, doing a u-turn is easy.

Yes	No	Not sure
6	2	1

Have you seen or experienced any incidents along Aurora Avenue North from North 110th Street to North 145th Street (examples-common accident locations, congestion points, visual distractions, frequent "jay walking" locations) **that you think would be helpful for the project team to know about as they develop improvements?**

- 125th & Aurora-cars exiting Krispy Kreme or Lowes turn north on 99 and create congestion and dangerous conditions. Need a barrier to stop them. Need better right turn lanes so cars don't drive on the shoulder. Too much running traffic between Rite Aid & K-Mart (North of 130th & Aurora) is a huge mess, congestion.
- Common accident location-anywhere in that northbound bus only lane.
- Many near misses between 130th & 137th.
- More walk signs for pedestrians to get across the street and for the disabled.
- People do jaywalk but close to crosswalks. Many do so very dangerously.
- Lots of people jay walking around N 137th St. That's why I suggest moving light at N 135th to N. 137th.

- Afternoon peak traffic backs up northbound from N 130th St. Luckily intersection at N 125th clears for cross traffic just in time.
- Southbound congestion routinely occurs at Handy Andy (about 107th) in the afternoon and on weekends – simply eliminating on-street parking in that block would reduce congestion, improve bus speeds, and reduce cut-through traffic in the neighborhood.
- The driveway to Lowe's is too small, forcing entering vehicles to come to complete stop.
- Numerous left turn conflicts at the Starbucks, Kmart, et al driveways.

Do you have any other comments or suggestions for the project team to consider?

- How about an express lane built on a second deck of Aurora Avenue. Build all major cross streets on Aurora under Aurora Avenue (a tunnel).
- Seattle bike map is very neat but in the interest of safety for school children, schools should be noted on the map. It is good the play fields are.
- If the improvements are made it could help to clean up the drug activity and prostitution. Do consider less places to shelter those activities. Safe for business owners.
- Business north of 100th may have enough parking to survive this plan, but extending this idea south will turn a vibrant business area into a crime alley. Small businesses need on-street parking to survive.
- Surrounding streets should be developed allowing traffic to approach businesses from the back. It relieves congestion s traffic can exit from a few places on Aurora and go to a specific entrance from a parallel street behind the businesses along Aurora. Many streets already exist, then just need to be developed. Be aggressive about obtaining right of way now. Don't have "quirks" in the corridor because we didn't have the guts to do what is needed in the first place. Do it right the first time! Thanks for taking our comments.
- Fewer driveways. I would prefer them every 300' or so.
- No parking lots between sidewalks and businesses. Have vehicle access be via side streets. Put parking beside or behind business (see Walgreens at 145th).
- Minimum development levels. Increase allowed zoning to 80' high.
- Ideally, develop Aurora so it operates similarly to the section between Denny Way and N 64th.
- Extend the southbound BAT lane to the bus stop at 105th – it would significantly improve things and is cheap to implement.
- Correct old intersection at Roosevelt Way and Aurora – vacate portions for adjacent property owners who lose parking as a result of street improvements.
- I have lived here for over 30 years. Taking the bus on 145th to Downtown – the crossing there is very dangerous. I wish there could be an overpass and many people go to the post office too. Maybe Shoreline and Seattle could share the cost! I am sure anything to make Aurora Avenue safe and "beautiful" would be an improvement.

Aerial map annotations

